

**Application by Gloucestershire County Council (the Applicant) for an Order granting Development Consent for the M5 Junction 10 Improvements Scheme**

Your ref :TR010063-000006  
DPC 766 16c646F72

I am a local resident, and also a member of a local campaign group, Save the Countryside, who has given evidence over many years to the JCS Planning Inspector, concerning the local issues, especially transport in this area. The JCS Local Plan was adopted in 2017  
I therefore wish to comment on this scoping document before you.

Mrs Anne Griffiths



**REPRESENTATION NO 20047630**

FAO [REDACTED]

I consider that this document is UNSOUND as the OBJECTIVE AND EVIDENCE FOR THE SCHEME ARE NOT BEING MET:

*The objectives of the M5 Junction 10 Improvements Scheme (the Scheme) are to:*

*• Provide the transport connections and network capacity in west and north-west Cheltenham to facilitate the delivery of housing and economic development sites allocated or safeguarded in the JCS.*

The scheme is weighted toward the Strategic Allocation of West Cheltenham, with very little evidence, especially the transport modelling, and its effect on how this scheme from the huge Strategic Allocation of North-West Cheltenham (Elms Park) is to be delivered.

*• Provide a transport network in the west and north-west Cheltenham area with the levels of service, safety and accessibility to meet current*

and future needs.

The report states that the scheme is to REDUCE PRESSURE on JUNCTION 11 and the local roads.

However this report diverts traffic off the M5 at Junction 10 ,on to the new Link Road, to a minor road B 4063 with no improvements. Then traffic is directed on through the proposed Strategic Allocation, West Cheltenham(full details and traffic modelling are not yet available).

Traffic is further directed to the very busy Arle Court Roundabout, to the existing Arle Court Park and Ride, which is already at full capacity.

Surely this is increasing traffic in this area and therefore does not comply

• Provide greater connectivity between the strategic road network (SRN) and the transport network in west and north-west Cheltenham.

It seems amazing that in still in 2024, there is no mention of these strategic roads which will be needed to prevent the traffic going through the congested centre of Cheltenham and the surrounding villages.

Therefore,at present our locality is traversed by 'rat runs' along Brockhampton Lane through Swindon Village, and the Kingsditch Trade Park, Manor Road,Old Gloucester Road, Hayden Road, Withybridge Lane,Boddington Lane,Elmstone Hardwicke Lane, Stoke Orchard Lane to Bishops Cleeve, and onwards through Tredington to the A38, and the A38 for its length especially at Coombe Hill.

These are all being used as 'Relief Roads' for local commuters moving from their homes to their places of work to avoid the centre of Cheltenham,between Cheltenham, Tewkesbury and Bishops Cleeve.

These 'rat runs ' will only get worse as the availability of the assess to the new junction is altered.

• Provide a more integrated transport network by enabling opportunities to switch to more sustainable transport modes within and to west, north-west and central Cheltenham.

This does not comply with the :

*GCC Local Transport Plan to 2041. Strategic Schemes  
CSV5 – Strategic Park and Interchange hub at UCKINGTON*

*JCS 2017 Strategic Allocation, North West Cheltenham includes a Transport Hub.*

*Elms Park Planning Application, 16/02000/OUT clearly states 600 space park and ride facility.*

**THERE IS NO MENTION IN THIS SCOPING REPORT OF A TRANSPORT INTERCHANGE AT THIS JUNCTION**

*• Deliver a package of measures which is in keeping with the local environment and minimises any adverse environmental impacts.*

As a result of the increase in traffic this report does not mention how it will address the cumulative affects on existing and new residents from air pollution, noise pollution, odour, and pluvial flooding.

*The Scheme comprises three elements of works:*

*• An all-movements junction at M5 Junction 10;*

*• A new West Cheltenham Link Road east of Junction 10 from the A4019, to the West Cheltenham Cyber Park; and*

See comments above

*• Widening of the A4019 to the east of Junction 10.*

The whole of the A4019 from Cheltenham to Coombe Hill needs to be widened to cope with the increase traffic on a busy and dangerous road. I note that no changes have been made to **an accident hot-spot at the junction of the A4019 and the Stoke Road (Old Spot pub)**

*The Scheme is classed as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008, and as such requires a Development Consent Order (DCO) to proceed. This scoping report sets out the proposed scope of the Environmental Impact Assessment (EIA) to be undertaken for the Scheme, and is part of a formal request*

for a scoping opinion. Once agreed, the EIA will be undertaken and reported within an Environmental Statement that will be submitted with the application for development consent for the Scheme.

We agree that future Transport Plans needs innovative solutions to solve the existing problems, before any new development can go forward. The overarching strategies need to work with Parish Councils, and communities. Similarly in 2016 the JCS Transport Strategy put before the Inspector, listed that there would be a new dual carriageway linking the A40 to the A4019, and a new link road from the A4019 to Hyde Lane, with an upgrade of the A435 Evesham Road, and the junctions on Hyde Lane.

Therefore these roads/lanes have become increasingly used, and have become very dangerous for other road users, such as pedestrians, cyclists, and horseriders.

Essential local community involvement and master-planing is needed now to identify and seek solutions that will minimise the impact of proposed motorway improvements and its associated Infra-structure alterations is essential, and must promote schemes now which will tackle traffic congestion on our rural community lanes.

AG/20/03/2024